

PACIFIC FRUIT EXPRESS COMPANY

January News Letter

San Francisco, January 31, 1954

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1953			1952		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
December	28,119	2,145	30,264	29,390	3,002	32,392
Year . .	370,590	48,116	418,706	369,512	50,880	420,392
					<u>48-116</u>	<u>418,706</u>
					2704	1,686 Dec

These figures show that our 1953 traffic almost equalled that of 1952 although we got along with fewer foreign cars. This fine performance is a tribute to the resourcefulness and efficiency of our car handling and shop forces and I want to thank each of you for doing such a good job.

Estimates for the first three months of 1954 show a reduction in PFE loadings of about 10% under last year. It is essential therefore that every effort be put forth to keep our cars active and to secure for parent lines' haul every car of freight we possibly can.

Car Situation:

The comfortable situation that obtained through December began to deteriorate early in January under increased loading from Imperial and Yuma Valleys and particularly as a result of a spurt in potato and onion loading in Idaho which forced the removal of PFE cars from foreign line service on January 8th and the diversion of empties from CRI&P to Union Pacific at Kansas City. Car supply continued to shrink steadily in all sections and by January 18th it was necessary to obtain the help of SFRD cars from AT&SF. At the close of the month the situation had improved and with a tight situation developing on all Mid-western and Eastern lines and critical situations on the BAR in Maine and FGE lines in Florida, a nominal number of PFEs were turned to the service of those companies.

Crop Conditions - Southern Pacific

Oregon: Potatoes from Klamath Basin moved in good volume through the month due in part to Government purchases and the demand for seed potatoes in California. While the volume of shipments eased off after the middle of the month shipments continued at a fairly high level through the period. In Medford section storage pears picked up for a short period then settled to a normal volume for this time of year.

Northern and Central California: Canned goods from Sacramento, San

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Northern and Central California: Canned goods from Sacramento, San

Jose and the Bay Area moved in normal volume through the month and among the highly perishables, frozen foods and Porterville citrus were the principal commodities.

Southern California: Citrus loading in Colton-L.A.-Santa Paula areas moved in light volume because of the predominance of small sized fruit. In Imperial and Yuma Valleys shipments of lettuce and carrots while in good volume were lighter than previously estimated due to cold weather which retarded maturity and resulted in some poor quality lettuce.

West Coast of Mexico: Vegetable movement which already was in light volume was further retarded by rain and cold weather in the Huatabampo section and it was not until the last week in January that shipments reached normal volume.

T&NO: The vegetable deal in Rio Grande Valley is progressing favorably.

Crops along Union Pacific -

In Northwestern District, apples, pears and miscellaneous moved in normal volume under average conditions. In Idaho, potato and onion loading picked up suddenly soon after the holidays and moved in exceptionally heavy volume for a two weeks period. While loading eased considerably after January 18th, it has continued at a fairly high level. In Eastern District potato shipments, while under last year, were somewhat heavier than anticipated.

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Another year has passed in our endeavor to promote program for the safety of PFE personnel. While I can tell you now that there has been a continual decrease in the number of accidents and personal injuries since the inauguration of the safety movement, I still feel that there is fertile ground that needs cultivating. The preservation of life and limb, the elimination of pain and suffering and monetary losses to PFE employees as the result of uncalled for accidents and injuries is still paramount in the brochure of this organization. Let me be the first to congratulate those Districts and Departments who did so much to improve our safety record.

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Mr. Rowland's second article on the operation of the New York agency is attached. Because many diversions are accomplished after shipments leave parent lines, it is not possible to give an accurate check of traffic into this area; however, the importance of New York as a consuming center is shown by the record of total unloads given, which of course includes traffic from all originating sections of the country.

K. V. PLUMMER

Attachment

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K. V. PLUMMER

Attachment

NEW YORK PRODUCE MARKET
(Part II)

Below are shown the total carload unloads of all fresh fruits and vegetables in New York City for the years 1940, 1950, and 1951:

	<u>1940</u>	<u>1950</u>	<u>1951</u>
Rail	94,136	84,989	86,472
*Boat	31,337	46,005	42,346
*Motor truck	82,305	69,532	70,293
*Air		74	25
Total	207,778	200,600	199,136

* - Adjusted to carload equivalent.

With the increase in population it would appear that unloads should also increase; however, aside from the heavier boat movements, the decrease is attributable to heavier loads and the volume of frozen foods and concentrates now reaching this market.

Diversions:

Our New York office has teletype connections with the UP and SP circuits, supplemented by TWX service. It gives direct protection to over 75% of the diversions it originates. Generally speaking, diversions not afforded direct protection cover cars already east of Council Bluffs. Since 1945 over 100,000 diversions were handled with but two diversion failures chargeable to this office.

On Saturdays New York does not have teletype service, however, diversion wires via TWX are set up for repunching by proper circuit from Chicago.

In addition to diversions originated, New York also secures data on the following stations and submits reports to the Auditor on all shipments reconsigned which originate on PFE lines:

PRR	-	Pier 28
Erie	-	Duane Street Jersey City (during juice grape season)
NYC	-	33rd Street
B&O	-	Pier 22

Passings:

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	1951	1950	1940
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*Motor truck	70,293	69,532	31,337
*Boat	42,346	46,005	94,136
*Rail	86,472	84,989	
Total	199,136	200,600	207,778

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NYC	-	33rd Street
B&O	-	Pier 22
		Jersey City (during juice grape season)

Passings:

Our customers are furnished prompt passing service on shipments originating on or traversing our lines, including all

concentration departures and subsequent passings. This information is furnished voluntarily via Western Union, telephone, messenger or mail, depending on customer wants. Being located near most of the trade, personal contact is easily maintained with local receivers for favorable routings of traffic controlled by them.

Frozen Foods:

With the rapid growth of frozen foods business, special attention has been given to these shipments. Many brokers specify routings; therefore, these contacts have been cultivated. Every instance of adverse routing is followed up to determine the reason.

To January 7, 1954, 38 PFE mechanical cars have been unloaded in the New York Metropolitan Area. It is of interest that detention prior to unloading has averaged $1\frac{1}{2}$ days including holidays and week-ends, with over-all detention of approximately 65 hours per car from time of arrival under load to departure empty.

Car Service:

Mail reports are submitted to Superintendent-Transportation at Chicago covering movements on all empty special series PFEs. However, in case car is mishandled report is telegraphed. In the case of "supers", departure record is shown and how carded, in addition to date released, which permits us to determine detention.

The following yards are checked at least once a week to secure the above data:

New Jersey: PRR - Waverly, Meadows, Greenville, Cove, Jersey City.
Erie - Croxton, Jersey City.
LV - Jersey City
DL&W - Hoboken
CNJ - Jersey City
NYC - Weehawken

New York City: NYC - 72nd Street, 68th Street, Westchester Ave.

In addition, check is made for delayed and bad order empty PFEs and PFEs reloaded at the following points:

New Jersey: DL&W - Weehawken
B&O - Jersey City
NYS&W - Edgewater, Seatrain

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IV - Jersey City
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CNJ - Jersey City
NYC - Weehawken

New York City: NYC - 72nd Street, 88th Street, Westchester Ave.

In addition, check is made for delayed and bad order empty

PFEs and PFEs released at the following points:

New Jersey: DL&W - Weehawken
B&O - Jersey City
NY&W - Westchester, Seatrain

New York City: NYC - 60th Street, 33rd Street
Bronx Terminal Market
Bush Terminal Market, Brooklyn.
South Brooklyn Railway, Brooklyn.
New York Dock Railway, Brooklyn
Long Island, Jamaica, Long Island City

Reports are made covering all PFEs loaded in the area, showing date and where released, date reloaded and destination, also detention. Wire reports are submitted covering mishandling of our equipment.

New York City: NYC - South Street, 33rd Street
Bronx Terminal Market
Bush Terminal Market, Brooklyn
South Brooklyn Railway, Brooklyn
New York Dock Railway, Brooklyn
Long Island, Jamaica, Long Island City

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